

The China Mail

Established February, 1845.

HONGKONG, MONDAY, FEBRUARY 1, 1886.

日廿年西乙

PRICE, \$2 PER MONTH.

Vol. XLII. No. 7023

英一千六百八十八年十二月一日

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus. E. C. BATES HENRY & CO., 37, Walbrook. E. C. SAMUEL DRACON & CO., 150 & 154, Leadenhall Street.

PARIS.—ANNEDE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAL & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVILE & CO., Singapore. C. HEINZNER & CO., Manila.

CHINA.—Macao, F. A. DE CRUZ, Macao, Quibao & Co., Amoy, Wilson, Nichols & Co., Foochow, Hidde & Co., Swatow, LANE, CRAWFORD & CO., and Kelly & Wilson, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$2,000,000
PAID-UP.....\$600,000

REGISTERED OFFICE, 40, TIRABNEEDLE STREET, LONDON.

BRANCHES, In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT, Manager, Hongkong Branch.

Hongkong, July 4, 1886. 1128

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1 or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3*½* per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked "On H. K. Savings' Bank" Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary:

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, May 7, 1886. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$4,500,000
RESERVE FOR EQUALIZATION.....\$500,000
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.

Chairman—Hon. F. D. SASSOON.

Deputy Chairman—A. MOYER, Esq.

O. D. BOTTOMLEY, H. HOPPIUS, Esq.

E. H. M. HUNTINGTON, Esq.

H. L. DALMTRY, TON, Esq.

H. W. KESWICK, Esq.

M. GEORGE, Esq.

Chief Manager.

Hongkong,....THOMAS JACKSON, Esq.

Shanghai,....EDWARD CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG, INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

Local Bills Discounted.

Deals granted on approved Securities, and every description of Banking and Exchange business transacted.

Deals granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, December 31, 1885. 2220

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current rates.

GILMAN & CO.

Hongkong, January 1, 1886. 14

Notices of Firms.

NOTICE.

WE have authorized Mr. FRANK ERNEST NICHOL to sign our Firm for Prosecution.

HOLLIDAY, WISE & CO.

Hongkong, January 4, 1886. 25

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. FRANCISCO MAMEDE GONCALVES in the Firm of Messrs. ROZARIO & CO., ceased on the 31st December last.

THE BUSINESS will in future be carried on by the Undesignated alone, under the SAME Style as heretofore.

AUGUSTO JOSE de ROZARIO.

Hongkong, January 1, 1886. 14

NOTICE.

MR. AARON MOSES GUBBAY has been Admitted a PARTNER in our Firm in Bombay and China, on the 1st January, 1886.

E. D. SASSOON & CO.

Hongkong, January 29, 1886. 196

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GILMAN & CO.

Hongkong, January 1, 1886. 14

Business Notices.

LANE, CRAWFORD & CO.

HAVE A FULL STOCK ON

New Saddlery and Saddlers' Goods,

comprising—

JOCKEY WHIPS.	FETLOCK BOOTS.
DRIVING WHIPS.	LADIES' HACK SADDLES.
DOG WHIPS.	GENTLEMEN'S HAIR SADDLES.
SINGAPORE SNAFFLE BRIDLES.	RACING SADDLES.
DOUBT SNAFFLE BRIDLES.	SADDLE CLOTHES.
WEYMOUTH BRIDLES, BITS and	RACING SPURS.
BRADOONS.	MILITARY BOX SPURS.
MARTINGALES.	HEAD COLLARS.
SURCINGLES.	HEMP HALTERS.
BODY ROLLERS.	STIRRUP LEATHERS.
HORSE CLOTHING.	STIRRUP WEBBING.
WOOLLEN GIRTHS.	HORSE BRUSHES.
CURRY COMBS.	HORSE CLIPPERS.
MANE COMBS.	DRIVING GLOVES.

DRIVING GLOVES.

LANE, CRAWFORD & CO.

Hongkong, January 21, 1886. 145

LAN

For Sale.

MACLEWEN, FRICKEL & CO.

VICTORIA EXCHANGE,

QUEEN'S ROAD CENTRAL.

HAVE JUST LANDED
THE FOLLOWING

STORES.

York HAMS.

Stilton CHEESE.

Pudding RAISINS (Valencias).

CURRANTS (Patras).

MINOEMEAT.

CHRISTMAS CAKES.

FIGS.

ALMONDS and RAISINS.

Brazil NUTS.

Soft-Shell ALMONDS.

Mots FRUITS.

Crystallized FRUITS.

FRUITS in Syrups.

Imperial PLUMS.

Plum PUDDINGS.

COSAQUES.

—

CALIFORNIA PRODUCTS.

CONDENSED MILK.

KEROSENE LAMPS.

FAIRBANK'S SCALES.

COOKING STOVES.

PARLOUR STOVES.

—

OILMAN'S STORES,
AND

WINES,

at the

Lowest Possible Prices

FOR O A S H .

MacEWEN, FRICKEL & CO.

Hongkong, December 1, 1885. 2084

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW,

the 2nd February, 1886, at 2 p.m., at his Sales Rooms, Queen's Road;

AN INVOICE OF

JAPANESE PLANTS,
comprising —

TRAINED CORMORANS, CHERUBIES, DAPHNES, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioner.

Hongkong, February 1, 1886. 223

PUBLIC AUCTION
OF JAPANESE AND CHINESE CURIOS.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 6th February, 1886, at 2 p.m., at his Sales Rooms, Duddell Street;

A LARGE AND VARIED COLLECTION OF JAPANESE PORCELAINS, BRONZES, EMALLES, AND OTHER CURIOS,
comprising —

SAKURA, KAGI, KOTO, TOKIO and OWARI VASES, BOWL PLATES, TEA and BREAKFAST SETS, OLD BRONZES, OLIVOSINE EMALLES, CARMETS, GOLD and SILVER SILK EMBROIDERED SCREENS, KAKEMONOS, NETS, SHIKIS, &c., &c.

Also,

HOME ANTIQUE AND MODERN

CHINESE PORCELAINS, BRONZES, CURIOS, &c.

And —

ONE FINELY CARVED LACQUER
NINGPO CABINET.

Catalogues will be issued previous to the Sale, and the above will be on view on Friday next.

TERMS OF SALE.—As customary.

G. R. LAMMERT,

Auctioner.

Hongkong, February 1, 1886. 225

—

J U R Y L I S T — 1886.

NOTICE is hereby given that Pursuant to the Provisions of Section 4 of Ordinance No. 24 of 1882, I have This Day cause to be Posted in the Court House, a List of ALL MEN ascertained by me to be liable to serve as JURORS.

The said List will remain so posted for the term of one year, in order that any Person may, as the case shall be, apply by Notice in writing to me requiring that his Name, or the name of some other Person or Persons may be respectively either added to, or struck off the said List, upon cause duly assigned in such Notice.

Magistrate, Supreme Court,
This 1st day of February, 1886.

EDW. J. ACKROYD,

Registrar.

To-day's Advertisements.

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON AND SINGAPORE.

The Co.'s Steamship

Horizon.

Captain Swart, will be despatched as above TO-

MORROW, the 2nd Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, February 1, 1886. 217

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship

Zafiro.

Captain Talon, will be despatched as above to the above PORT TO-MORROW, the 2nd Instant, at 6 p.m.

For Freight or Passage, apply to

RUSSELL & CO., General Managers.

Hongkong, February 1, 1886. 215

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOU, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship

Leezang.

Captain SAWER, will be despatched as above on WEDNESDAY, the 3rd Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, February 1, 1886. 216

FOR BANGKOK (DIRECT).

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer

Phra Chula Chom Kla.

Capt. H. Lightwood, will be despatched for the above Port on SATURDAY, the 6th Instant, at Daylight.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, February 1, 1886. 222

UNION LINE.

NOTICE TO CONSIGNEES FROM ANTWERP, HAMBURG AND SINGAPORE.

THE Steamship *Mark Lane*, Captain Poore, having arrived from the above Port, Consigned or Carried hitherto, regaded to send in their Bills of Lading to the Undersigned for counter-temper, and to take immediate delivery of their Goods iron alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before noon To-morrow, the 1st instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Instant, or they will not be recognized.

RUSSELL & CO., Agents.

Hongkong, February 1, 1886. 218

Vessels Advertised as Loading.

Destination.

Vessel.

Captain.

Agents.

Date of Leaving.

Bangkok.

Phra Chula Chom Kla (s).

H. Lightwood.

Yuen Fat Hong.

Swart.

Jardine, Matheson & Co.

& O. S. N. Co.

Feb. 6, at daylight.

Batavia, &c., via Saigon.

Borneo (s).

Jardine, Matheson & Co.

& O. S. N. Co.

Feb. 3, at 2.30 p.m.

Hamburg, etc.

Iphigenia (s).

F. Ahrens.

Siemens & Co.

February 3.

London, and Ports of Call.

Iphigenia (s).

E. Stewart.

P. & O. S. N. Co.

February 3.

London, via St. Malo.

Glenair (s).

Norman.

Jardine, Matheson & Co.

& O. S. N. Co.

February 4.

London, via St. Malo.

Glenair (s).

F. Ahrens.

Siemens & Co.

February 4.

London, via St. Malo.

Glenair (s).

F. Ahrens.

Siemens & Co.

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Siemens & Co.

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London, via St. Malo.

Glenair (s).</

Mr A. Findlay Smith, the head of Messrs MacEwan Franks & Co., and the promoter of the Hongkong High Levels Tramway Co., will leave here tomorrow in the P. & O. Co.'s steamer *Glory* for a run. Home: Mr Smith, we believe, intends to be absent nine months, and during that time he will visit several places in Europe where mountain tramways are at work with the view of gaining further information about their mode of working, &c. He will also pay a visit to Mr Rigenbach, of Olten, an eminent German engineer who has made a specialty of mountain railways, principally to ascertain particulars as to a mountain tramway which is worked by hydraulic power. The information thus acquired by Mr Smith will no doubt be put to good account on his return to Hongkong on behalf of our local company.

This eleven men, believed to be for the most part salt-smugglers, who were charged on the 22nd J. with being armed and entering the Tang On Chanchanlou shop on the Praya West, and stealing \$212 in silver, and some opium, on the 21st Jan., were again brought up on remand this morning before Mr Wm. Mr G. J. W. King, clerk in the Police office, put in a plan drawn by him of the premises of the shop which were the scene of the armed attack, and some photographs of the house No. 5 Yu On Lane, where the prisoners were arrested, and some of the stolen property found, were produced by Inspector Lindsay. This concluded the evidence in the case, and the prisoners were committed for trial at the next Criminal Sessions of the Supreme Court. The house in Yu On Lane has long been known to the Police as a haunt of pirates and other desperate characters. A hole in the wall which appears distinctly in the photograph, was used as a hiding place for stolen property, and on the roof of the cookhouse, which is reached by a ladder, a quantity of arms, comprising swords, daggers and revolvers, were found by the Police when the prisoners were arrested.

As will be seen from our Police Rep't, the eight men belonging to the Chinese gunboat *Ngai-San*, who landed in this city on the 22nd of last month and seized a trader named Chang Chi, in a shop in Queen's Street and put him in iron preparatory to taking him on board their ship, were brought up this morning before Mr Mitchell Innes and discharged owing to a telegram received by the Government from Peking. From this telegram it would appear that the Chinese Government has expressed its disapproval of the action taken by its servants and has offered an apology which has been accepted by the British Chargé d'Affaires at Peking. The Government, through Mr Stokes, Acting Crown Solicitor, states that though the men just discharged were the actual parties who committed the illegal act, the moral responsibility rested with others. After the statement made by the Government at Peking that it disapproved of the action taken by its servants we must believe that it was not by its authority that the act was committed. It is clear, however, that someone is responsible if the men who committed the act are not to be held, and whether the responsible party is the Governor General of Foochow or the captain of the gunboat we think that the British Government have a right to demand that the responsible official should be either punished in some way or publicly reprimanded, as a lesson to officers who might be tempted in future for the sake of pecuniary or other reward to disregard international law in a similar way. We understand that the skipper in whose house Chang Chi was seized and put in irons hesitated for a long time before eventually sending for the police, through fear of the Chinese officials, and even now goes about in fear of the vengeance of the baulked authorities. We much fear that the ready acceptance by the Government of a bare apology from the Chinese authorities and the discharge of the men will still further weaken the confidence of the Chinese inhabitants of the Colony in our power or will to protect them.

The schooner *Siber* has returned to Vladivostok from an exploring expedition in Behring's Straits. The commander reports the discovery of a coal-field in that region.

Thomas Maguire, seaman, when charged at Yokohama with desertion from the British ship *Hectorooga*, pleaded guilty, stating that he had deserted because of the conduct of the second officer. His blood, he said, would permit him to remain on board a ship where the second officer said "To hell with Her Britannic Majesty."

We see by our American files that the Central and Oriental steamship *San Pablo*, on her last voyage from Yokohama made the second best time on record between Japan and Francisco; and that, as a mark of appreciation of the courtesy and kindness of her officers, the Chinese element of her passenger list presented the commanding officer with a valuable silver cup. At a former date—about one year ago—she was presented with a magnificent flag for having made the best record—*Japan Gazette*.

A man named Blas has been taken into custody at Yokohama on suspicion of breaking smaller seals and abstracting property from the premises of the Int. M. Bouvet. The affairs of the deceased being in course of arrangement by the French Consul, the latter had the door and windows of the house sealed and secured, and Blas, who was placed on the premises in the capacity of watchman, is said to have broken the seals, entered the premises,

and carried off property of considerable value.—*Japan Mail*.

The Bolan Railway, in the extended meaning of the term, is pushing well on to completion, and sojourners in Quetta should be independent of bullock garrigars for their supplies by the beginning of February. The lower section on the broad gauge—the original Bolan Railway—a complete, and now plateauing on the narrow gauge, through the intricate windings of the upper pass, is being proceeded with.—*Pioneer*.

The telephone, like other innovations, has terrors. The Queen of the Belgians, while following recently by means of the new instrument a rehearsal of the Templars, was observed to let the ear-piece of the apparatus fall suddenly from her hands; and, her manner betraying at the same time a certain degree of trouble and agitation the ladies of her suite were led to apprehend that she had been seized with a sudden indisposition. It turned out, however, that the Sovereign's ears had merely sustained a slight shock; the indiscernible wire having transmitted to them a rather vigorous apostrophe addressed to some erring members of the chorus by the *chef d'orchestre*.

Since the date of this incident the rehearsals at the Monnaie have been conducted with a suavity of manner and an elegance of language which have filled chorus and singers with perplexity.

TRIAL TRIP OF THE STEAMER GLENFRUIN.

We have already referred to the satisfactory manner in which the work of raising the steamer *Glenfruin* was carried out by the Hongkong and Whampoa Dock Company. That fine steamer has attracted more attention here during the last three months than almost any other vessel which has visited this port. She was well known here as a favourite passenger ship for some time prior to the accident which evoked so much excitement at the time and has created so lively an interest since. On Saturday, the 17th Oct. last, a little over three months ago, the *Glenfruin* did not look particularly like a thing of life, as she lay partially submerged on the beach at Belcher's Bay. In the short space of sixteen days after the contract was entered into, the Dock Company and all concerned had the satisfaction of seeing this fine ship again afloat, when the repairs upon her were at once begun. The feat of raising this large steamer is, as we have before stated, a feather in the cap of Hongkong, and was a substantial success to the Dock Company, to whom the greatest credit is due. It may be remembered that a contravance was hit upon for covering the breach in the ship's side with a cofferdam. The plan of this cofferdam and the mode of its construction were designed by Mr Gillies, while the work connected with it was successfully carried out by Mr R. Cooke, the Assistant Manager. Anyhow, success crowned the united exertions of the Company's staff, and the result was hailed with satisfaction by all interested. The *Glenfruin* has since that time been in dock for a little over two months, and it now appears that she has been there to some purpose. As may be imagined, the ship was in a sorry plight when raised, and looked as if she never could have been made to look presentable again. Two months' work upon her, however, under the superintendence of the able manager of the Cosmopolitan Dock (Mr H. Smith), has turned out a new *Glenfruin* in no way inferior to the former one. Indeed, sanguine believers in the progress and capabilities of Hongkong do not hesitate to say that vessels of the *Glenfruin* type will long be constructed as well as repaired in the Company's establishments. Certainly the first part of the entertainment consisted solely of selections from Sir W. Sterndale Bennett's cantata "The May Queen." The libretto for the most part is exceedingly feeble, and the story, though it contains the elements of a drama, partakes too much of the nursery type to excite much interest. What interest is aroused is centred in the May Queen, soprano; "hor liver, a tenor; and Robin Hood (a profigate noble disguised as a forester, who seeks to win the May Queen's heart), a bass. The programme opened with a chorus "Awake, awake!" and was given with the necessary spirit and in good time. Owing to the gentleman who was to have sung the first tenor solo suffering from a severe cold he was unable to be present, and consequently the item was left out. Another chorus followed, "O Melancholy Flight," and was rendered with a dolorousness which agreed well with the nature of the words and the music. The depressing effect produced by this chorus quickly disappeared with the sprightly music of the solo and chorus. "We laugh as we go round!" The repetitive and dull "Love keeps a Record" for soprano and tenor was then rendered by Mrs Fraser-Smith and Mr Fleet with much taste and expression. "Tis Jolly to Hunt," a somewhat difficult bass solo, was sung by Mr Whitall with much effect and in capital style. He was heartily applauded. "Hark their notes the hautboys sing," a chorus, was scarcely done full justice to. A duet between Miss Stepani, *England's Queen*, and Miss Grinbie, *May Queen*, succeeded, and was given with such grace of expression as to call forth hearty applause. The chorus "And the cloud hath passed away" was, perhaps, the best of the evening.

After a short interval, the second part opened with a song by Miss Stepani, "Charly." Miss Stepani is the possessor of a contralto voice of extreme depth and richness, which she has under complete control and can use with much artistic effect. Her solo on Saturday evening was certainly the most admired item of the evening, and called forth a most enthusiastic ovation. The duet "Hear me, Norma!" was very well rendered by Mrs Humphreys and Mrs Clarke, both ladies acquitting themselves creditably. They were warmly applauded. "Sing Sweet Bird" by Mrs Clarke, was sung expressively. Mrs Clarke has a soprano voice of good body and which bears evidence of careful training, and she has a very keen appreciation of expressive singing. Her treatment of the solo-painting in the saloon, an exceedingly creditable piece of decorative art, and the saloon was generally admired by the numerous party of visitors on board on Saturday. Messrs Lane, Crawford & Co. are responsible for the hangings, car-

petts, cushions, etc.; and when it is stated that these are as highly artistic and as handsome, tasteful, and well-finished as could be procured at Home, it is unnecessary to speak further on this head. The *Glenfruin* is now, like her altogether, as good as, if not better than, she was before the accident. This is the verdict of her Commander, who ought to know; and it was the general opinion of those who examined the vessel on Saturday last.

The trial trip took place at noon on Saturday, the 30th ult., the guests being taken off to the *Glenfruin* by the Pilot-Boat.

The guests present were, taking the ladies first—Miss R. Hungerford, Miss Sharp, Mrs. H. Poole, Miss Hopkins, Miss Sutton, Mrs. Adams, Mrs. Just, Mrs. Foulke, Mrs. Hauchild, Miss Hinschid, Mrs. Wise, Mrs. Wharry, Miss Hugo, Mrs. Dur, and Mrs. Sharp. The gentlemen present included Hon. T. Jackson, Hon. F. D. Sassoun, Commander R. M. Ramsey, R.N.; Messrs. H. Hoppsius, M. Grout, J. Francis, E. Mackay, A. G. Wise, A. J. Leach, E. J. Ackroyd, C. P. Chatte, J. T. Chater, Col. C. B. Foster, Lieut.-Col. Anderson, Messrs. W. Walton, F. A. Hazlewood, G. H. Potts, C. A. Tomes, Dr. Adams, Dr. Poole, Capt. E. Birnie, Messrs. D. J. Funlop, J. Macgregor, J. S. Brewer, R. Cooke, W. Legge, W. Dunman, A. Johnston, L. Poosnecker, H. Just, H. Sharp, E. E. Dear, J. Twentyman, F. H. Wilson, C. Ribiero, A. G. Morris, A. Coxon, A. McConachie, W. H. James, W. Aitchison, R. Kennedy, W. Kerfoot, Hughes, J. H. Stewart-Lockhart, C. H. Hutchings, C. Stibell, Captain Hopkins, Captain G. C. Anderson, Dr. C. J. Wherry, Messrs. W. Duran, H. Jeffries, Captain Power, Lieuts. Parkin, Graham, Metcalfe, and Brunwell (Northamptonshire Regiment); Mr F. Jarvis, R.N.; Messrs. G. A. K. Honey, J. Gow, E. Jones Hughes, F. H. Slaghoek, W. H. F. Darby, H. F. Hayler, J. Mitchell, G. Caldwell, J. Moss, Goo, Murray Bain, R. Fraser-Smith, C. A. Cornish, and others.

The vessel having steamed out towards the Lysemoon, and then westward, through the Harbour, past the Green Island, the company sat down to an excellent dinner furnished by the manager of the Hongkong Hotel (Mr Greeley). The ladies and a few gentlemen occupied the saloon, and about twenty gentlemen were accommodated at a long table on deck, nearly and completely covered with fine fish and oysters. The Band of the Northamptonshire Regiment, under the leadership of Bandmaster Moran, played a selection of national air in a style which was modestly but truthfully rendered, which would befit that of any military band in the English navy.

In the saloon after dinner was made after dinner to accomplish a little speech making, but the movements of the *Glenfruin* did not favour much of passing the time. Mr Gillies, as Secretary of the Dock company, proposed the health of Captain Norman, under whose auspices the picnic had been given; and in doing so spoke of the *Glenfruin*'s commander as a most complimentary term. The Glen, too, was deservedly well-known in the East, and its float comprised some of the finest and fastest ships afloat. Everything was done for the comfort of passengers in these vessels, and a high rate of speed was obtained; but the main consideration of safety was ever kept in view. This was secured by a careful selection of officers and by an unstinted equipment of the ships of the fleet. With a congratulatory remark on the presence of the ladies, Mr Gillies proposed a bumper to Captain Norman and the *Glenfruin*. In reply to the toast, Captain Norman remarked upon the satisfactory condition in which the Dock Company had placed his vessel, after all she had gone through. He gave it as his opinion that no other Company in China could have done what the Dock Company had achieved with this vessel. They had made a grand and most welcome blessing to the people of the past year, on the Zefiro and on the *Glenfruin*, would go largely to prove that such a consummation is not beyond the bounds of probability. Technically the whole of the damaged plates, frames and stringers of the hull had to be renewed; while the holds had to be cleaned out and painted, and new cement laid on the bottom and in the water tanks. This has been so thoroughly well done that the after hold and the tunnel were described as fit for the comfort of passengers in these vessels, and a high rate of speed was obtained; but the main consideration of safety was ever kept in view. This was secured by a careful selection of officers and by an unstinted equipment of the ships of the fleet. With a congratulatory remark on the presence of the ladies, Mr Gillies proposed a bumper to Captain Norman and the *Glenfruin*.

In replying to the toast, Captain Norman remarked upon the satisfactory condition in which the Dock Company had placed his vessel, after all she had gone through. He gave it as his opinion that no other Company in China could have done what the Dock Company had achieved with this vessel. They had made a grand and most welcome blessing to the people if the import duty on rice were abolished and encouragement be given to farmers to largely increase their production of cereals. It stands to reason that by this means the people can get rice 5% (five per cent) cheaper than they otherwise would and also that in exchange for it (other than Corsean rice) they need give but 5% (five per cent) less of native commodities or hard cash. Everything possible should be done to elevate and alleviate the present condition of the masses, and it is but little indeed for the Government to foreign (give up) a 5% duty on the staple food of its people. The Government could make up this five per cent in other ways when the condition of its people is improved. But to my mind the import duty on rice is not sufficient; it is obvious that the export of rice should be strictly prohibited, for a term of years at any rate.

It is reasonable to assume that no civilized government will raise any objection to such humane and beneficial measures.

In years gone by when the crops in Corea have been poor it's a fact that large quantities of rice and other cereals have been imported and exported; and that when famine has been staring the people of Corea in the face this same grain, and other, has been re-imported and re-sold to Coreans for not less than four-fold its original cost. It is surely within the rights of the Corean Government to prevent such unfair, objectionable and wicked commercial transactions, and such disastrous incidents recurring in the future.

Seeing that Corea has no less than two large markets near, namely, China and Japan, which could more than consume all that she could produce were the whole country turned into one vast cereal farm and studded over with Indian tea plantations and groves of mulberry trees and silk factories. It is evident that granting the necessary incentives (encouragement) and facilities exemplified in this case, for by their efforts

it now seems beyond doubt that Corea and Japan have been saved from the dangers and miseries of rebellions and civil wars.

It was understood that Kim-o-Kiun, the leader of the Progressive Party at Seoul in December of last year, was connected with the conspiracy, and acting upon this hypothesis, the Chinese Government made special representation to the Japanese, who, in reply, it is alleged, have stated that their Government will hold itself responsible for the persons and acts of the said Kim-o-Kiun. The tension on the public mind has somewhat slackened during the last few days, and there is reason to suppose that all danger of another of those outbreaks for which Corea is renowned, has been dispelled for some time to come at any rate.

This is the slack season in Corea, but doubtless with the coming spring things will take a stride ahead, for there are many indications of improvement among the masses.

THE DEPRESSION OF TRADE IN COREA.

(Communicated.)

That which interests the mass of mankind most is that there should be plenty of work and business for all and fair wages given for the work and reasonable profits from business. Therefore it is of the greatest importance that trade, commerce and industry should flourish, and that the working classes should have cheap food. But trade, commerce and industry are not flourishing at the present time and the food of the masses is not cheap.

Now it is beyond dispute that retardation and depression in trade exists in this country, and therefore it is of the first necessity that this depression and retardation should be fought against vigorously, that its causes should be found out and that powers should be applied to remedy those evils.

There can be no doubt but that legislative measures can be discovered which will tend to remedy the evils. But before those effective measures can be applied

it is absolutely necessary to ascertain what those legislative rules and innovations all should be. All parties and all classes will most undoubtedly give their good-will and assistance in an undertaking which has for its object the good of the whole country and every person in the country. It may be taken for granted (as a certainty) that if a Royal Commission be appointed—consisting of say six officials, two of them Europeans, with a president of higher rank than the others—to investigate in all parts of the country the system upon which the trade and commerce of Corea is conducted and the cause of commercial and industrial depression and then investigate the various systems upon which the trade of China and Hongkong is conducted that the Commission

would be able at no very distant date to make such suggestions to the Government as will lead to a great improvement of trade throughout the land. By improvement in trade is implied more business, more profit, more work and more wages for all. The defendants were then discharged.

The commission should consist of gentlemen who entertain opinions on commercial, industrial and domestic affairs which are opposed to each other, for it is obvious that, should all the members be of one mind then inquiries in Corea will be remarkably one-sided, and, if one-sided, then absolutely worthless.

It is admitted by all who are acquainted with the enormous commerce and wealth of Great Britain that the prosperity of England has greatly increased since the import duty on corn (wheat) was abolished entirely. It must not be supposed that this was the sole cause of increased prosperity; it was a leading factor in the programme of reform. Now in this country (Corea) rice is the staple food of the people just as much as, and it may be said more so than, corn is the staple food of the English people. If so it is perfectly clear and beyond dispute seeing the scarcity of rice which continually prevails in Corea—especially in the northern provinces—that it will be a grand and most welcome blessing to the people if the import duty on rice were abolished and encouragement be given to farmers to largely increase their production of cereals. It stands to reason that by this means the people can get rice 5% (five per cent) cheaper than they otherwise would and also that in exchange for it (other than Corsean rice) they need give but 5% (five per cent) less of native commodities or hard cash. Everything possible should be done to elevate and alleviate the present condition of the masses, and it is but little indeed for the Government to foreign (give up) a 5% duty on the staple food of its people. The Government could make up this five per cent in other ways when the condition of its people is improved. But to my mind the import duty on rice is not sufficient; it is obvious that the export of rice should be strictly prohibited, for a term of years at any rate.

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Seeing that Corea has no less than two large markets near, namely, China and Japan, which could more than consume all that she could produce were the whole country turned into one vast cereal farm and studded over with Indian tea plantations and groves of mulberry trees and silk factories. It is evident that granting the necessary incentives (encouragement) and facilities exemplified in this case, for by their efforts

be given to the masses of the people to cultivate, increase and improve their products, that the country would soon be in a very prosperous condition.

Facilities can easily be granted to the people for getting their produce cheaply and quickly into the markets at Cheonju. Fa-

tan and Xunsan, by means of small coasting steamers running under the Corean flag.

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